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clothing, health, savings, and miscellaneous expenditure, including recreation and education. The interpretation of the statistics takes up the greater part of the book. It is interesting to note, however, that the nominal wage indicated by any given schedule cannot be used as a safe basis for calculations because it usually varies widely from the actual wage on account of docking, seasonal character of work, tips, or other reasons.

A study of the tables seems to lead to the conclusion that the nine to eleven dollars per week wage group represents a minimum living wage. Not until this group is reached do average income and average expenditure balance; up to this point the actual expenditure as well as the percentage for food and rent increase; here, for the first time, medical aid becomes possible, and saving begins.

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*History of Money in the British Empire and the United States.* By AGNES F. DODD. London: Longmans, Green & Co., 1911. 8vo, pp. xiv +356. 5s. net.

"The aim of this book," reads the Preface, "is to give a short general history of money in the English-speaking countries—in the British Empire and the United States." In Part I, the author traces the monetary history of the British Isles "from the earliest times" to the present. Two short chapters are added on "the Currency of India" and "Colonial Currencies." Part II is devoted to a study of the history of money and banking in the United States.

The book lays no claim to independent and original investigation. Such could not be expected in a work of the kind. Miss Dodd has drawn her information from a wide range of sources. That the book represents painstaking industry cannot be doubted, but the breadth of field which the author attempts to cover precludes her complete mastery of the subject. The reader sees only an accumulation of facts—interesting, but dead. The shortcomings of the book partly arise from its not being pervaded by any one personality. The reader is made conscious of the shifting influence of the various authorities—MacLeod, Walker, and the rest—on whom the author has drawn. The book is more than patchwork, but it lacks that indescribable something that makes history live.

The student desiring only a brief survey of the subjects with which Miss Dodd deals will find in her book a concise statement of the more important historical facts. Even to the economist it will prove a handy book of reference.

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*The Modern Railroad.* By EDWARD HUNGERFORD. Chicago: A. C. McClurg & Co., 1911. 8vo, pp. xx+476.

This work is neither a textbook nor in any sense a scientific treatise on railroads. It is rather a dramatization of railroading. The first two chapters give a brief history of the developing of railroads in the United States. Even these chapters are more like a series of moving pictures than an ordinary his-

tory. Then follows a series of chapters on such topics as tunnels, bridges, terminals, equipment, etc. Not a mere description of any of these—we see the rivers spanned, the mountains pierced, and other rivers undermined to make the new highways of travel and commerce. The best part of the book is found in the chapters dealing with the management and operation of the road. Here we are introduced to presidents, managers, superintendents, general passenger agents, traveling passenger agents, train dispatchers, engineers, conductors, brakemen, and a variety of other actors in this drama of transportation. We meet them at their work and are given their views and ambitions largely in their own words. Over a hundred clear and attractive illustrations further add to the vivid mental picture that the various chapters produce. The book might well have been called an inside view of railroading.

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*The New Garden of Canada.* By F. A. TALBOT. Toronto: Cassell & Co., Ltd., 1911. 8vo, pp. viii+308.

Until the recent activities of the Grand Trunk Pacific Railway Co. opened up to the light of day that section of country lying between Edmonton and Prince Rupert, its economic resources and its scenery were completely buried in obscurity. Nor can it be said that they are yet more than slightly appreciated. In the book the author, an Englishman visiting in Canada, gives a narrative and descriptive account of a trip made by pack train and canal through this new British Columbia. The narrative is replete with well-told incident and excellent description, supplemented by more than forty splendid photographs. Of the natural resources and economic possibilities we are given little more than mere suggestions, the avowed purpose of the author being rather to awaken the interest. In this he has undoubtedly succeeded.

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*Essai sur la police générale des grains, sur leurs prix et sur les effets de l'agriculture.* By CLAUDE-JACQUES HERBERT. Paris: Librairie Paul Geuntliner, 1910. 8vo, pp. xliii+vii+166. Fr. 7.50.

This essay, written in 1755, has been reprinted as a part of the "Collection des économistes et des réformateurs sociaux de la France." A supplement written in 1757 and two brief letters on the same subject are included.

The essay was widely circulated and read immediately after its first appearance, being published in London, Dresden, and Berlin. It is a vigorous and effective attack on the French policy then in vogue of attempting to make grain cheap and plentiful and to avoid famines, by strictly regulating the trade in this commodity, and by checking or entirely prohibiting its exportation. An introduction of some 40 pages by Professor Edgard Depitre gives an excellent historical setting.